(b) for each additional aircraft, additional equity investment of Rs. 10 crores will be required, subject to a maximum of Rs 50 crores after equity enhancement is required.

(ii) Airlines operating with aircraft with take off mass not exceeding 40,000 kg.

(a) upto 3 aircraft - Rs. 12 crores

(b) for each additional aircraft paid up capital of Rs. 4 crores will be required subject to a maximum of Rs. 20 crores after which no further equity enhancement is required.

Permission to Jet Airways to fly in Gulf-Sector

1479. SHRI GIREESH KUMAR SANGHI:
SHRI DHARAM PAL SABHARWAL:
SHRI C. RAMACHANDRAIAH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Group of Ministers (GOMS) is deliberating various issues relating to aviation sector;

(b) whether it is also a fact that without waiting for the recommendations of the GoMs, Government has granted permission to Jet Airways, a private airlines to fly on lucrative Gulf routes;

(c) if so, what are the details thereof and the reasons therefor; and

(d) what will be the financial impact of Indian and Air India by granting permission to the Jet Airways?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) A Group of Minister (GoM) has been constituted to consider the draft National Civil Aviation Policy.

(b) and (c) As per the decision of the Cabinet taken on 29th December 2004, the Private Scheduled carriers having a fleet of 20 aircraft and 5 year experience of operations in domestic sector were permitted to operate on international route except the Gulf routes. The Gulf routes has been kept reserved for the national carriers for three years. In accordance with this decision, M/s Jet Airways have been permitted to operate of the Gulf routes *w.e.f.* 1st January, 2008 subject to the availability of traffic rights.

(d) In accordance with the decision of the Cabinet taken on 29th December 2004, the operational requirements of the national carrier have been duly considered, before allocating traffic rights to M/s Jet Airways to operate on Gulf routes. With the operations of the eligible Private Scheduled airlines, there will be increased competition on the Gulf route which will be in the passanger interest.

Setting up of multiple airports in metro cities

1480. SHRI MAHENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has decided to set up multiple airports in metropolitan cities to reduce congestion at existing airports and cater to increasing air traffic;

(b) if so, which are the cities where these airports are likely to be set up;

(c) whether Government will be able to set up these airports before the Commonwealth Games 2010; and

(d) if not, how Government will be able to tackle the heavy traffic of chartered and private planes over the skies of major cities?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The Government wishes to expand the aviation infrastructure hence it has approved setting up of second airport at Navi Mumbai near Mumbai through Public Private Partnership (PPP) model. There are also proposals for setting up of a second airport near Delhi and Chennai.

(c) No, Sir. These airports are not planned to cater to commonwealth Games.

(d) to meet the growing air passenger traffic, capacities of the existing airports are being enhanced and new Greenfield Airports are being encouraged to be set up.

Workers engaged at Airports

†1481. SHRI RUDRA NARAYAN PANY: Will the minister of CIVIL AVIATION be pleased to state:

(a) whether contract workers, daily wagers, casual labours working on airports have submitted any memorandum to Government regarding their wages and other facilities;

(b) whether Government is considering to regularize them;

(c) whether Ministry has any proposal to provide at least consolidated pay to these poor workers; and

(d) if so, by when it would be provided and amount thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) The contract workers are engaged by the contractors. They are being paid wages and other facilities, as per the statutory provisions, by such contractors. As such, Airports authority of India (AAI)/Government are not required statutorily to regularise them. No daily wagers or casual labours are engaged by the AAI.

(c) and (d) do not arise.

Use of redundant Airports

1482. SHRI S.M. LALJAN BASHA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Airports Authority of India (AAI) has any plans to encourage the establishment of pilot training academies in Hyderabad;

(b whether it is a fact that redundant Airports could be used for such development of aviation infrastructure; and

(c) the details of steps the AAI would take to preserve, develop and nurture aviation infrastructure in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Yes, Sir. There is a proposal to establish an Integrated Aviation Training Academy at existing International Airport at Begumpet, Hyderabad, once the commercial aircraft operations are shifted to new greenfield airport at Shamshabad.